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September 25, 2007

California High Speed Rail Authority  
EIR/EIS Comments  
925 L Street, Suite 1425  
Sacramento, CA 95814

**Re: Draft Bay Area to Central Valley High-Speed Train Program EIR/EIS**

To Whom It May Concern:

The City Council of Union City is in support of the Altamont Pass Alternative. As identified in *the Draft Bay Area to Central Valley High-Speed Train Program EIR/EIS*, it appears that the Altamont Pass Alternative is superior for the following reasons:

- It is the least expensive to build;
- It is the least expensive to operate;
- It allows for future phasing;
- It provides good interconnection among transit providers at the Union City Intermodal, including BART, Capitol Corridor, Dumbarton Rail and bus;
- It is the least environmentally destructive; and
- Provides the fastest service between the Bay Area and Sacramento.

L009-1

Based upon these considerations, we believe that the High-Speed Train (HST) Altamont Pass Alternative that accesses Union City Intermodal should be a preferred alternative for final consideration by the California High Speed Rail Authority.

We also offer the following, more detailed, comments on the Draft EIR/EIS.

1. The EIR/EIS discusses two options for a HST station in Union City. Station Fact Sheet Figures Page 2-F-28 and Page 2-F-29 appear to show both HST station options on the Niles Subdivision, 900 feet from BART. Are both options on the Niles Subdivision, or is one option on the Oakland Subdivision adjacent to the BART/Union City Intermodal Station?
2. In 2005 Union City certified an EIR that analyzed the environmental impacts of a passenger rail station that is interconnected to the BART station on the Oakland Subdivision (Union City Intermodal Station Passenger Rail Project EIR). This new passenger rail station would interconnect the Capitol Corridor, Dumbarton Rail, and possible ACE to Union City BART.

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The Draft EIR/EIS should indicate that the Oakland Subdivision could be a HST station alignment alternative between Niles Canyon and Industrial Parkway in south Hayward in order to connect directly to BART, Capitol Corridor, Dumbarton Rail, and ACE. We believe that a HST station that directly connects to other transit providers would provide higher ridership than a station on the Niles Subdivision, 900 feet from BART.

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Cont.

3. If a HST station is provided on the Niles Subdivision, then the station should be a two sided station that allows free pedestrian pass-through to the mixed use development and regional rail station on the west side of the Niles Subdivision and the Research and Development job centers on the east side of the Niles Subdivision. Additionally, the overhead PG&E power lines on the east side of the proposed station should be undergrounded to allow for unencumbered access to the station.
4. If the HST Niles/880 Alignment Alternative is located exclusively on the Niles Subdivision, how would freight continue to operate in this corridor? Freight uses are shown in the Appendices on the Union City Station Fact Sheet Page 2-F-28, but not on Union City Station Fact Sheet Page 2-F-29.
5. The Draft Regional Rail Plan indicates that by 2015 the Capitol Corridor will be relocated to the Oakland Subdivision in order to connect to BART at the Union City Intermodal. This alignment has been cleared environmentally. Is it the intent of High Speed Rail to place Capitol Corridor back onto the Niles Subdivision?

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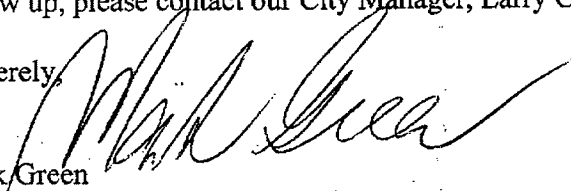
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We hope you will consider these points when identifying preferred High Speed Train (HST) alignment alternatives, station location options, and the preferred HST alignment network alternative for the Bay Area to the Central Valley.

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The City Council of Union City believes that regional transportation solutions are critical to the economic future of the Bay Area. We have strived to incorporate a regional transportation vision as we have planned locally around our BART station. We would be pleased to meet with the High Speed Rail Authority to inform you of our most recent developments. If you would like to follow up, please contact our City Manager, Larry Cheeves, at (510) 675-5344.

Sincerely,

  
Mark Green  
Mayor, City of Union City

Cc: Jim Navarro, Vice-Mayor  
Richard Valle, Councilmember  
Carol Dutra-Vernaci, Councilmember  
Manny Fernandez, Councilmember  
Steve Heminger, Metropolitan Transportation Commission